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PROCEEDINGS

OF AN ADJOURNED

MEETING OF THE PRESIDENTS OF THE FIVE

ATLANTIC TRUNK LINES,

Held at the

SAINT NICHOLAS HOTEL,

NEW YORK.

THURSDAY, OCTOBER 18, 1860.

NEW YORK:

PRINTED BY ORDER OF THE CONVENTION.

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Adjourned meeting of the Presidents of the five Atlantic Trunk Lines, held at the St. Nicholas Hotel, New York, on Thursday, 18th October, 1860.

PRESENT :

W. SHANLY, *Gen'l Manager, Grand Trunk Railroad.*

ERASTUS CORNING, *President, N. York Central* “

N. MARSH, *Receiver, New York & Erie* “

J. EDGAR THOMSON, *President, Pennsylvania* “

J. W. GARRETT, *President, Baltimore & Ohio* “

Mr. VIBBARD being absent, through sickness, it was moved and seconded that Mr. SHANLY be requested to act as Secretary.

Resolved, That the published proceedings of the meeting held at the St. Nicholas Hotel, New York, on 14th September last, be reviewed and adopted, with such alterations and amendments as may be agreed upon.

On motion of Mr. GARRETT, Convention adjourned to 3 o'clock P. M.

Convention re-assembled at 3 P. M.

After much discussion regarding the abrogation of Sections 1 and 2 of the Saratoga Agreement, (due notice of which had been given by the New York Central Railroad Company, previous to 27th ult., as provided for by Resolution on page 5 of proceedings of meeting of 14th September,) and no definite course of action in relation thereto having been decided on, the meeting adjourned at 5 P. M., to meet at 10 A. M. to-morrow.

19th October.—Convention assembled at 10 A. M.

It was moved by Mr. GARRETT, seconded by Mr. SHAN-
LY, and

Resolved, That in the judgment of this Convention the full maintenance of the 1st and 2d Sections of the Saratoga Compact is alike desirable for the interests of the Atlantic Lines and of all their connections, and that four of the said Atlantic Lines are now prepared to enforce the principles and penalties of said Sections. As, however, the New York Central Company states that it desires further conference with a portion of its connections prior to final action, it is hereby understood that the aforesaid Sections of the Agreement are suspended, but that they will be placed in operation, absolutely, on ten days' notice to said four Lines, by the New York Central Company, that it is prepared to maintain and enforce the principles and penalties of the Sections aforesaid.

Upon application of JOHN BROUGH, Esq., President of the Bellefontaine Railroad Company, 3 o'clock this P. M., was appointed for receiving a Deputation from the Western Railroads.

SECTIONS 3 and 4 were then read, discussed and adopted in their entirety.

SECTION 5 read and, with certain alterations and amendments, adopted as herein printed.

SECTIONS 6 and 7 Adopted.

SECTION 8. Adopted, under same reservation as applies to Sections 1 and 2.

SECTIONS 9, 10 and 11 were then read and adopted.

SECTION 12. Adopted, with the following proviso :

Resolved—That the portions of this Section relating to Passenger Traffic remain in suspense until action shall have been taken on the Resolution relating to Sections 1, 2, and 8.

SECTION 13. Adopted.

SECTION 14. Read, and all of it, save that portion of it limiting the quantity of Baggage allowed to Passengers, struck out.

SECTION 15. Adopted intact.

SECTION 16. Adopted ; but the following Resolution, moved by Mr. GARRETT, having been read, was ordered to be laid on the table for consideration at the next meeting of the Convention :

“ That in addition to the redress provided by Section 16 of the Saratoga Agreement in cases of violation of that Agreement, by contract or otherwise, the gross amount of Freight earned by either of the parties hereto on all property transported under such violation shall be paid to the Company immediately interested in and suffering by such violation ; or in case of such violation affecting the general interest of the five Lines, then that the amount of Freight aforesaid shall be paid to the Chairman of this organization, to be disposed of as the Convention may determine, and that all parties hereto in cases of alleged violations shall be subject to and governed by the decision of this Convention.”

SECTION 17. Adopted.

SECTION 18. Adopted ; and

Resolved, That the Report of the Ticket Agents assembled at Philadelphia, on 18th ult., in reference to this Section be also adopted, and a manuscript copy thereof supplied to each of the five lines.

SECTION 19. Adopted.

Resolved, That the Eastward-bound rates agreed upon at the Saratoga Convention be adopted as the existing minimum rates, and printed as such with the proceedings of this meeting.

Resolved, That the General Freight Agents of the five Trunk Lines immediately issue a Special Notice to all Eastern and Western Agents, that no free-deliveries be made at the inspection yards in the Cities of New York, Boston, Philadelphia or Baltimore, nor at any other points in the said Cities except at their regular stations or wharves.

Resolved, That the General Freight Agents of the five Trunk Lines be instructed to meet in New York on or about the 1st November, to adopt winter-rates, to take effect on or about the 15th November.

The deputation of the Western Railroads, consisting of

JOHN BROUGH, Esq.,	<i>Pres't, Bellefontaine Railroad.</i>
T. L. JEWETT, “	“ <i>Pittsburgh, Columbus & } Cincinnati Railroad, }</i>
N. L. WILSON, “	“ <i>Marietta & Cincinnati “</i>
and W. H. CLEMENT, “	“ <i>Little Miami, Columbus } and Xenia Railroad, }</i>

having been introduced and having stated their views as to the relative position of the Eastern and Western Lines in the controlling of rates, it was

Resolved, That the differences in rates from Louisville and Cincinnati to Eastern points, be referred to the General Freight Agents of the five Trunk Lines appointed to meet in New York on the 1st proximo.

A change in Water differences proposed by the deputation, having been discussed at some length, and Mr. GARRETT objecting, it was not agreed to.

ORDERED—That the Secretary of this meeting procure one thousand five hundred printed copies of this agreement, and forward to each of the five Lines its proportion of the number.

REVISED AGREEMENT:

SECTION 1. Neither party shall, after the 1st October next, directly or indirectly, employ runners or agents of any description, or retain those now in their service, for the purpose of soliciting passengers, nor allow any compensation by way of commission, drawback, or otherwise, for procuring passengers for their respective roads; but each party shall be at liberty to employ one person as a traveling agent, to inquire into the sale of tickets by connecting roads, and whether the company such agent represents is

fairly treated by other roads as to its passenger business at competing points ; and that each party will refuse to sell through tickets over any connecting line that shall not withdraw such agents on or before the first day of October next, or conform to the above stipulation in relation to commissions for procuring passengers.

§ 2. Neither company shall in any way, directly or indirectly, procure any other company, its officers or agents, to exercise any influence to favor the traffic over its road in preference to those of the other parties hereto. It being intended that business shall be left to take its own course and its most convenient channel.

§ 3. The parties hereto will not employ freight agents at the West, except at lake and river ports, nor at any other points not on their respective roads proper, except at Boston, New York, Philadelphia and Baltimore. No agents for soliciting freights shall be employed by either company, directly or indirectly, at any points not on their respective roads proper, other than those above mentioned, and no contract shall be made for the transportation of freight except from day to day at the current rates for the time being.

§ 4. All freight, including live stock, shall be carried by actual weight, except flour, which shall be charged by the barrel, and no car-load of cattle is to be charged for as less than 18,000 pounds, and all excess of weight to be charged in same proportion.

All live stock shall be weighed at the western termini of each road ; each day's shipments shall be accompanied by a certificate of weight of each car-load, and said certificates shall, on request of the President of either road, be submitted to the Board of Presidents. Said weighmaster shall be sworn to weigh accurately and justly, and shall accompany each certificate with the engagement to verify by oath, when required, the accuracy of said weights. Neither of

the parties hereto will collect any charges on live stock, except for their transportation from the point of shipment.

The annexed form of certificate is adopted for the government of each company :

*Statement of Weight of all Live Stock Shipped from
Station, on the day of , 186 .*

Nos. of Cars.	FROM	TO	WEIGHT
---------------	------	----	--------

I hereby certify, that I have weighed the Live Stock this day shipped from Station, in cars numbered as above stated, to the points mentioned ; that the several weights specified are correct and true ; which I will verify by special affidavit, if required.

DATED

186 .

—————, *Sworn Weighmaster.*

§ 5. A tariff on all freights from New York and to and from all competing points east and west, shall be fixed and agreed upon by the parties hereto, without power or discretion to agents of any grade to reduce the same, and no free-delivery, drawback, drayage or commission shall hereafter be allowed, directly or indirectly, to any shipper of goods.

§ 6. That without the joint assent of the Pennsylvania and Baltimore and Ohio roads, the New York Central, New York and Erie, and Grand Trunk Companies shall not hereafter make the rates on merchandize and live stock between New York and Columbus, or points west, south or southwest of Columbus, less per ton per mile than the rate charged for the same between Cleveland and New York by all rail.

§ 7. The differences herein agreed to between all rail and water and rail rates, are to cover the water communication by lake and river as well as by Atlantic ocean ; but whenever the local rates of any of the four roads and their connecting lines, joined to water rates, shall reduce the through

rate to any point, the competing roads shall have the right to reduce their through rates to such point, so as to leave only the above mentioned differences between the water and rail and the all rail rates.

§ 8. No bills as to trains, fares or freights, except such as are posted in suitable frames, either at offices or hotels, or other public places, shall hereafter be used or circulated by either company. No advertisement or bill of either company shall in any way depreciate the line, route or accommodations of the others ; but all such bills and advertisements shall be confined to the statement of the times of departure and arrival of the connections with other routes of travel, and the rates and conditions of fares and freights, and that all connecting roads be required to conform to this system. (*See Resolution on page 4.*)

§ 9. The classification of freights eastward and westward, shall be uniform in all respects on the five lines, and shall be according to the schedules of classifications hereto annexed.

§ 10. Each party shall protect the others from any variation from the said classification, or of rates of freight by any express or transportation company (by contracts in any form, either by car-load or otherwise), which may use said roads, respectively, on all freights destined to any competing point : and further to insure such protection, no freights shall be carried or advertised on time by either of the five companies, or by any express company, in any form, over the roads of either of the five companies, and that all existing contracts with freight express lines be ended on 1st January next, at latest, or earlier, in cases where any reduction of rates is proved to be made by any express line ; and that each road advertise and do its business in the name of its authorized agent : and that all agents shall be paid by fixed salary and not by commissions. If it be found that any agent, officer or other party connected with

either of the roads or connecting lines, shall by any means, direct or indirect, by drawbacks, free delivery, presentation of tickets or any other form, take freight or passengers for lower rates than those established for the time being by the said Trunk Lines, such agent shall be discharged from the service of his company, and not employed by any connecting line, and until such discharge, the said five Trunk Lines, and all others co-operating with them, will not send any freight or passengers over the road of such company which they can send to destination by any other route.

§ 11. In case of doubt by an agent of either of the companies, as to the classification of any article of freight, he shall, if there be agents of the other companies, or either of them at such place, consult such agent or agents in regard thereto ; and if they do not agree, the question shall be referred by them, without delay, to the proper officers of their respective roads.

§ 12. The rates of passenger fares and extra baggage, and the rates and charges on freights to and from all common points, shall be the same by each of the five lines, and any agreement which has heretofore been made with other persons or corporations for the reduction of the rates, or for the payment of commissions or otherwise, by which they shall be enabled to transport passengers or property at less than the rates which may be fixed upon from time to time under this agreement, shall be at once terminated by the respective companies. (*See Resolution on page 4.*)

§ 13. No free pass shall be issued to the employees of other roads, unless the request for such pass be made by the President or Superintendent, (over their own personal signature,) of the road by which the applicant is employed.

Annual passes shall be limited to the list of officers furnished by the President or Superintendent of each road to the connecting roads. No pass shall be issued to any person with the intention, directly or indirectly, of influencing the

route of freight or travel, or to editors or reporters of newspapers, except to editors who reside on the line of the road, and to them trip passes only will be granted, and at the discretion of the respective companies. No double or family passes will be issued under any circumstances.

Drovers in charge of live stock, on stock trains eastward, may be carried free, but they shall be limited to one person for either one or two car-loads of live stock ; to two persons for not less than four car-loads ; to three persons for not less than six car-loads, and to four persons for not less than ten car-loads or more. The Southern lines shall be at liberty to sell drovers' tickets, from New York to common points, at the cost of a ticket from Albany to same point.

§ 14. Eighty pounds of baggage per passenger shall be allowed, and no charge shall be made for "extra baggage," unless the whole weight is over one hundred pounds, in which case the whole excess over eighty pounds shall be charged for at not less than double first class freight rates.

§ 15. In the event of any question arising as to the true meaning of any part of this agreement, the same shall be construed liberally so as to meet the real intention of the parties as hereinbefore expressed, and to place all on a fair and equal footing in their competition for the passenger and freight traffic over their respective lines ; and should any point of difference not herein provided for arise, the same shall be settled with reference to the general principles hereby established, and on the basis of equal and exact justice to all parties.

§ 16. It is agreed between the parties hereto, that the five Presidents shall examine and act upon all alleged violations of any portion of this agreement, and that all complaints of violations of its provisions, accompanied by the proof, shall be made in writing to the chairman of this organization, who shall at his discretion, or on the written request of any two Presidents, call a meeting for the purpose

of investigation and action, and that the party or parties involved in a breach of the contract shall at the discretion and upon the decision of this Board, be dismissed from the service of the company to which he or they may be attached.

§ 17. The Grand Trunk Railway may carry transatlantic freight on through bills of lading, via Portland, from all western points, at the same rates as are charged by other lines via New York from such western points. Transatlantic freight on through bills of lading, via Boston, may be carried at the same rates as via Portland.

§ 18. Emigrant rates shall be advanced from all points of competition, to not less than $1\frac{1}{4}$ cents per mile from New York, Boston, Portland and Quebec, by the shortest all rail line. Said advance, as arranged by the Ticket Agents of the five lines, to take effect on 1st December next. (*See Resolution on page 5.*)

§ 19. Should any difficulty arise in carrying this agreement into effect, the parties hereto, in view of the importance of the objects sought to be attained, agree in good faith to endeavor, by mutual arrangements and concessions, to secure the practical working of the principles hereby recognized ; but for the purpose of eventual protection to their respective rights, either party may, on fifteen days' notice in writing to the others, elect to terminate this agreement, and the same shall thereupon be terminated accordingly, and thenceforth cease to have any further effect or operation ; but no party hereto can withdraw from one or more sections of this agreement without abrogating the whole.

J. EDGAR THOMSON, *Chairman.*

W. SHANLY, *Secretary.*

Adjourned to meet at the St. Nicholas Hotel, in the City of New York, on Thursday, the 22d of November next, at 10 A. M.

MINIMUM EASTBOUND RATES TO NEW YORK.

NAME OF PLACES.	FOURTH CLASS.		FLOUR.	
	Rail and Water.	Rail.	Rail and Water.	Rail.
Cleveland, -----	30	35	60	70
Sandusky, -----	30	35	60	70
Toledo, -----	30	35	60	70
Detroit, -----	30	35	60	70
Chicago, -----	45	50	90	100
* Peoria, -----	60	65	120	130
* Burlington, -----	65	70	125	135
Quincy, -----	60	65	120	130
Alton, -----	60	70	120	140
St. Louis, -----	60	70	120	140
Cairo, -----	60	70	120	140
Evansville, -----	60	70	120	140
Terre Haute, -----	60	65	120	130
Lafayette, -----	55	60	110	120
Fort Wayne, -----	42	45	80	90
Jeffersonville, -----	55	60	110	120
Madison, -----	53	60	105	115
Louisville, -----	55	65	110	130
New Albany, -----	65	70	130	140
Cincinnati, -----	50	55	100	110
Piqua, -----	---	55	---	110
Urbana, -----	---	50	---	100
Springfield, -----	---	50	---	100
Dayton, -----	---	52	---	105
Columbus, -----	---	50	---	100
Newark, -----	---	50	---	100
Zanesville, -----	---	50	---	100
Indianapolis, -----	---	55	---	110
Lancaster, -----	---	60	---	120
N. Lexington, -----	---	60	---	120
Circleville, -----	---	60	---	120
Washington, -----	---	65	---	130
Wilmington, -----	---	65	---	130

* Peoria and Burlington rates by rail and water, here named, are by water from Lake Erie. When freights from those points are shipped by lake from Chicago, or by river, the water rates to be reduced five cents per hundred pounds on fourth class, and ten cents on flour.

REVISED CLASSIFICATION OF *EASTWARD BOUND FREIGHT.*

FIRST CLASS.

Agricultural Implements, by special contract.
Baskets, twice first class rates.
Battings, Blinds, Books.
Brushes, Brooms, Bottles.
Cabinet Ware boxed, twice first class rates.
Cotton Waste in sacks or bales.
Carriages well boxed, twice first class rates.
Chairs well boxed, at owner's risk of chafing, twice first class rates.
Candies, Cigars boxed.
Cheese, loose, Covers and Sieves.
Dry Goods in boxes, bales and trunks.
Demijohns, at owner's risk, twice first class rates.
Feathers and Furs.
Fowls in Crates, twice first class rates.
Fish, fresh, owner's risk, prepaid.
Fresh Meats, not otherwise specified.
Furniture, (same as Cabinet Ware.)
Garden Seeds, Glass Ware, owner's risk.
Glass, windows; Glue.
Hides, dry, Honey, Hair in sacks.
Iron Casting, light, owner's risk.
Leather, loose.
Live Stock, owner's risk

Looking Glasses, owner's risk, twice first class rates.
Marble, wrought, owner's risk.
Machinery, boxed, Medicines, owner's risk.
Musical Instruments.
Peaches, prepaid, Paper not boxed.
Peltries.
Piano Fortes boxed, Plows and Cultivators.
Porter and Ale in glass.
Poultry and Game, at owner's risk.
Scales and Scale Beams.
Sleighs well boxed, twice first class rates.
Scythe Snaths, Sash.
Stoves & Stove Plates, at owner's risk.
Saddlery, Sizing, Stove Pipe.
Tin Ware, boxed, Trunks.
Trees and Shrubby, at owner's risk, once and a half first class rates, and prepaid.
Twine.
Veneering.
Wagon's, children's, same as cabinet Ware.
Waste, Wadding, Water, mineral.
Wheelbarrows.
Wine in boxes.
Wooden Ware and Covers.

SECOND CLASS.

Axes.
Apples, green and dried.
Buffalo Robes, Beeswax, Broom Corn, pressed.
Bells, Butter.
Chair Stuff, Cheese.
Domestic Goods.
Dressed Hogs, at owner's Risk.
Deer and other skins in bales.
Earthen and Stone Ware.
Eggs, in barrels, at owner's risk.
Flax, boxed.
Ginseng.
Hardware.
Hemp Yarn.
Hoes, Hops.

Leather, in rolls and boxes.
Nuts.
Oil Cloth.
Paper, in boxes, Paints, dry and in oil.
Pickles and Cucumbers in casks.
Paper, wrapping and printing.
Rags, in sacks, not pressed.
Straw Paper; Sheep Skins, in bales.
Scythes, Sugar, Maple,
Straw Boards.
Tobacco, in bales, Tow, boxed.
Teas, Tin, Type.
Varnish.
Wine, in casks.
Wood, in shape.
Yarn, pressed.

THIRD CLASS.

Ale, in barrels; Beer, in barrels.
Binder's Boards.
Burr Blocks, Bleaching Salts.
Cider.
Coal Oil.
Clover and Grass Seeds.
Flour and Meal, in bags; Flax Seed.
Hops, Hoop Poles, Hickory Nuts.
Hams and Bacon, loose.
Iron Castings, large and plain.

Iron Safes.
Junk.
Joiner's Work.
Lath.
Millstones.
Sand, Shooks, Spokes.
Staves and Heading.
Salt, in bags.
Vinegar.
Wood, in shapes, boxed.

FOURTH CLASS.

Alcohol, in casks, owner's risk.	Hair, Hogs' and Cattle's.
Ashes, pot and pearl.	Hemp, covered Hides, green.
Bacon, in casks or boxes, Beans.	Hoofs and Horns,
Beef, salted in casks.	Iron; bar, boiler, and pig.
Bones.	Iron Castings, heavy.
Cotton, compressed.	Lard, Lime and Lumber.
Cotton, uncompressed, 25 per cent. additional.	Mill Feed; Molasses.
Copper, pig or ore.	Nails and Spikes.
Coal, Chain Cables.	Oars and Handspikes.
Cement, Candles, Soap.	Oil and Oil Cake, in casks or bags.
Earthen and Stone Ware, in crates, casks, or boxes.	Pork, salted, in casks or boxes.
Fish, salted, in casks.	Pig Lead, Plaster, Potatoes, Peas.
Grain; Corn, Oats, Barley, Rye and Wheat, in bags or casks.	Rags, pressed in bales, Rope in bales.
Grindstones.	Salt, in barrels. Stone, unwrought.
Hams and shoulders, in casks.	Sugar, Starch and Saleratus, on manufacturer's account.
	Tobacco, in hhds. or boxes, Tallow.
	Whiskey.

Dressed Poultry and Game, Dressed Hogs, Fresh Beef, Mutton, Veal and Venison—at Special Rates.

Dressed Hogs, Poultry and Fresh Meats, are only taken at the risk of owner.

Articles not enumerated will be charged at First Class Rates.

REVISED CLASSIFICATION OF WESTWARD BOUND FREIGHT.

FIRST CLASS.

Acids, in car-loads, first class; less than car-loads, double first class.	Furniture, set up and boxed, twice first class rates.
Agricultural Implements, by special contract.	Furniture, knocked down, well boxed, first class rates.
Bath Tubs.	Furniture, not boxed, only taken by special contract.
Baskets, twice first class rates.	Furniture, second hand, well boxed, accompanied by passengers.
Batting, Blinds, Bonnets, Books.	Farm Waggons, in pieces.
Boots and Shoes, Bread, Buffalo Robes.	Fire Crackers.
Brushes and Brooms; Broom Corn, pressed.	Feathers, Furs, Figs in drums.
Billiard Tables, boxed, owner's risk.	Fish, (fresh) prepaid.
Bird Cages, boxed, twice first class rates.	Garden Seeds, Glass Ware, Window Glass.
China Ware, in boxes.	Grapes, in kegs.
Carriages, well boxed, twice first class rates, owner's risk.	Hides (dry), loose.
Cabinet Ware, set up and boxed, twice first class rates.	Household Goods, (not Furniture,) well boxed; Hair, in sacks.
Cabinet Ware, knocked down, and well boxed, first class rates.	Hats and Caps;
Cards, Carpeting, Corks, Confectionery.	Ink, in glass; Indigo.
Chairs, boxed, twice first class rates.	India Rubber Goods.
Cigars, boxed and strapped.	Iron Castings, light, loose, under 300lbs. each piece.
Cassia, in mats, Caps, Cotton Waste.	Leather, (loose) Liquors in glass.
Covers and Sieves; Clocks and Weights.	Lemons, sacked.
Demijohns, owner's risk, twice first class rates.	Looking Glasses, boxed, at owner's risk of breakage.
Dry Goods, in boxes, bales and trunks.	Machinery, unboxed; Metallic Coffins.

Mattresses, twice first class rates.
 Mouldings and Picture Frames.
 Mats and Rugs.
 Marble wrought, owner's risk.
 Measures and Tubs; Moss in Sacks.
 Musical Instruments; Mineral Water, in glass.
 Nuts, in single sacks.
 Oysters, in kegs and cans, fresh.
 Oranges, sacked; Oil, in glass.
 Preserves, in glass, at owner's risk.
 Plate and Looking Glass, boxed, owner's risk of breakage.
 Paper Hangings, not boxed.
 Pill Boxes, in casks or boxes, twice first class rates.
 Pickles in glass, owner's risk; Palm Leaves; Peltries.
 Printing Presses.
 Piano Fortes, owner's risk.
 Porter and Ale in glass.
 Paintings and Pictures, well boxed.
 Printed Matter, in sheets, boxed.
 Quicksilver, in iron flasks.
 Rattan; Russia Bristles; Refrigerators.
 Sewing Machines, boxed.
 Steam Boilers, thirty feet and under.
 Sleighs, boxed, twice first class rates.
 Snuff, in jars.

Soap, fancy.
 Steam Boilers, over thirty feet, once and a half first class rates;
 Scythe Snaths; Scales and Scale Beams, not boxed.
 Stoves, owner's risk;
 Sweet Potatoes; Sizing; Stove Pipe.
 Stove Plates, owner's risk; Stationery.
 Travelling Bags; Trunks; Tin Ware, boxed. Twine.
 Trees & Shrubbery, boxed, owner's risk.
 Trees and Shrubbery, baled, at owner's risk, once and a half first class rates.
 Toys, boxed, once and a half first class rates.
 Umbrellas.
 Veneering, not boxed.
 Wadding; Woollen Yarn.
 Wagons, children's, not boxed, twice first class rates;
 Wagons and Hobby Horses, knocked down, in boxes or crates.
 Wagons and Hobby Horses, boxed, once and a half first class rates.
 Wax; Wine, in boxes or baskets.
 Whips, Whalebone, Wheelbarrows.
 Wooden Ware; Wagon Felloes and Bows.
 Willow Ware, twice first class rates.
 Wire Cloth.

SECOND CLASS.

Antimony, crude; Apples, dried.
 Baking Powders; Bed Cords; Bags.
 Bells; Beeswax; Butter; Bagging.
 Bottles, Blue Vitriol.
 Brimstone, in boxes or kegs.
 Burlaps, Berries.
 Burning Fluid, owner's risk of leakage.
 Cast Iron Grain Mills.
 Castor Oil in cans or cases.
 Cocoa Matting.
 Copper and Brass vessels, in boxes or casks.
 Cotton Yarn.
 Cream Tartar, in boxes or kegs. Cocoa.
 Coffee, ground, in boxes or barrels.
 Capstans; Cassia in bags or boxes.
 Clove Stems in sacks. Chocolate.
 Cotton Waste, pressed in bales; Chain, Candles; Cutlery; Chair Stuff in rough.
 Copper in plates, Sheets, Bolts, Pigs, Wire, Nails and Rods.
 Camphene, owner's risk of leakage.
 Cheese in boxes or casks.
 Caloric Engines.
 Clover and Grass Seed; Copper Bottoms.
 Crockery in boxes and barrels.
 Congress and Bedford Waters, in boxes and barrels; Chain.
 Cotton Woollen and Hempen.
 Domestic Sheeting, Shirting, Ticking and Denims in original Bales.
DRUGS AND MEDICINES.
 Dye Woods in bags or barrels.
 Duck; Deer Skins, pressed.
 Emery; Extract Logwood.
 Flax Seed; Flax boxed.
 Gas Fixtures, boxed.
 Ginger, Glue, Gum Copal,
 Groceries, assorted (not otherwise specified; Grass and Clover Seed;
 Grass and Hempen Mats.
 Guns, Rifles and other Firearms.
 Hair, pressed.
 Hemp and Shingle Machines.
 Hides, dry, in bales; Honey; Hops.
 Hemp Carpets; Herring in boxes.

Hemp, boxed; Hollow Ware.
 Isinglass.
 Ink in casks; Iron, hoop and sheet.
 Leather in rolls or boxes Liquor in wood
 Lead—pipe, bar and sheet.
 Lamp Black in casks or barrels. Linseed.
 Lithographic Stone, owner's risk.
 Machinery boxed.
 Marble Slabs, unwrought, owner's risk.
 Mustard Seed in bags or casks.
 Moss pressed in bales;
 Nuts in double sacks, casks or barrels.
 Oakum; Oilcloth.
 Plumber's Materials, in boxes or casks.
 Porcelain Ware, in barrels or boxes.
 Paints, in boxes and cans, (not otherwise specified; Palm Leaf, pressed.
 Printer's Ink in kegs or barrels.
 Paper in boxes; Pasteboard.
 Peaches dried; Printing Paper.
 Prunes in casks; Pipes.
 Paper Hangings, in boxes.
 Pins in original boxes.
 Rubber Car Springs, loose.
 Rubber Packing and Hose.
 Raisins, strapped; Rags in sacks.
 Shingle Machines; Stove Blacking.
 Starch, in less than 100 boxes.
 Saddlery; Scythes. Soap.
 Sardines in boxes. Shoe Pegs in barrels.
 Sheep, and other skins, in bales.
 Shot in bags; Sugar in bags.
 Scales and Scale Beams, boxed;
 Seeds (not otherwise specified.)
 Snuff in casks, barrels or boxes.
 Tobacco in bales.
 Tobacco, cut, in boxes or barrels.
 Tow, boxed; Tea; Type.
 Varnish, owner's risk of leakage.
 Veneering, boxed.
 Wood in shapes. Wrapping Paper;
 Willow Reeds in bundles; Wool.
 Yarn Carpet, pressed in bales.
 Zinc in rolls and sheet.

THIRD CLASS.

Axes; Anvils; Ale and Beer in wood.
 Binders Boards.
 Black Lead, in barrels or boxes. Bones;
 Brass and Pewter Faucets. Boiler Flues.
 Bark and Cob Mills; Barilla;
 Cotton in square bales.
 Chains, loose. Cider in barrels or hhds.
 Crucibles; Coffee Mills.
 Copper, in boxes and casks.
 Copying Presses;
 Carriage Springs, Boxes and Axles.
 Cream Tartar in barrels and hhds.
 China Ware, in casks; Currants & Dates.
 Dye Woods, in stick.
 Epsom Salts, in barrels.
 Forks, Hay and Manure; Figs, in casks
 or boxes.
 Gum Shellac, in original packages.
 Gunny Bags, in bales.
 HARDWARE, Hooks, Hinges; Hoes.
 Bath Brick; Barley;
 Hoofs and Horns, Hides, green;
 Herrings in kegs.
 Iron Castings, in boxes;
 Iron Safes; Iron Railing.
 Iron Shutters; Iron Facings.
 Junk; Jute.
 Lead, in casks or pig.

Lightning Rods, in bundles.
 Lime, in casks.
 Liquorice, in mats or boxes.
 Madder, in hhds.;
 Mahogany, in board, plank or scantling.
 Marbles, in casks or boxes.
 Millstones, finished. Manilla;
 Nails, in bags; Nails and Tacks in boxes.
 Oil, in hhds. and barrels (not otherwise
 specified.)
 Oysters, in kegs or cans, pickled.
 Pepper, and Spices in bags.
 Pickles and Preserves, in cans.
 Porcelain Ware, in casks.
 Pumice Stone, in casks;
 Rubber Car Springs, in boxes and casks.
 Rubber Belting.
 Sand Paper; Split Peas;
 Spelter; Shot, in kegs.
 School Slates, boxed;
 Shoe Blacking, in bbls.,
 Shovels and Spades; Scythes in boxes.
 Scythe Stones.
 Vinegar.
 Wire Fencing.
 Wire, not otherwise specified.
 Wood Screws, in casks or boxes.

FOURTH CLASS.

Axle Grease. Anchors;
 Alum, in bbls. and hhds.
 Brimstone, in bbls. and hhds.
 Bleaching Salts; Burr Blocks. Barytes.
 Bath Brick; Barley;
 Borax, in barrels and boxes.
 Clams in shell.
 Coffee, in double sacks.
 Coffee, in single sacks, at owner's risk.
 Chain, in casks. Cements; Chalk.
 Car Wheels and Car Axles; Chicory;
 Crockery, in crates and hhds.; Clay.
 Chain Cable; Cocoa oil.
 Copperas, in barrels and boxes. Cotton;
 Earthen and Stone Ware, in crates and
 hhds. Earth Paints,
 Fence Wire.
 Fish, pickled and dry, salted.
 Gambia, in bags or casks, Gas Pipe.
 Grindstones; Guano.
 Honey, in barrels or casks.
 Horse Shoes, in packages.
 Iron—Bar, Pig, Band, Boiler.
 Iron Nuts and Rivets.
 Iron Bolts and Washers, in boxes or
 casks.
 Iron Castings, heavy, 300 lbs. and up-
 wards each piece.
 Iron Castings, in casks.
 Locomotive Tire.

Marble, sawed and in blocks unwrought.
 Molasses; Mill Stones, in rough.
 Mahogany Logs.
 Nails and Spikes; Nail Rods.
 OILS—Cocoa, Lard, Linseed, Palm and
 Rosin.
 OYSTERS in shell,
 Pitch; Plaster;
 Pickles, in bbls. or casks; Putty.
 PAINTS, White Lead and Zinc in cans
 or kegs, boxed.
 Railroad Chairs and Spikes;
 Railroad Iron. Rope; Rice. Rosin.
 Rigging; Rags, pressed in bales;
 Salt; Sugar, except in bags;
 Soap, common.
 Stone, unwrought. Shumac; Saltpetre.
 Soda, in kegs, barrels, casks or boxes.
 Saleratus, kegs, barrels, boxes or casks.
 Soda Ash. Salt Cake; Steel; Tobacco, in
 hhds., unmanufactured.
 Spirits Turpentine, in casks or barrels.
 Starch, 100 boxes, and over.
 Tar; Tin; Tobacco, in boxes and kegs.
 Tallow; Telegraph Wire, Terra Japonica.
 Volute Car Springs, boxed.
 Water Pipes; Whiting; Wire Rope.
 Wool (foreign pressed);
 White Lead and Zinc Paints, dry or in oil.
 Zinc (sheet), in casks or cases.

SPECIAL.

Manufactured Marble.

Camphene, Burning Fluid and Varnish, only taken at Owners' risk, by
 Rail, at Second Class Rates. Gun Powder, Friction Matches, and other
 Combustible Articles, will not be received or transported.

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